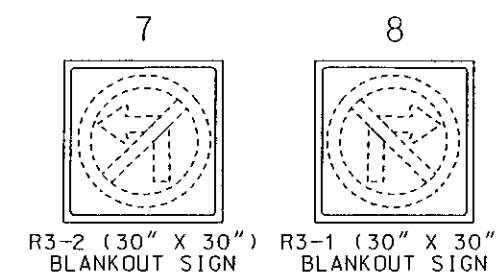


MD 22 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

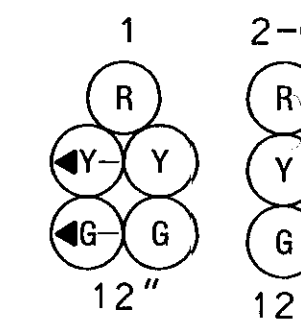
CONSTRUCTION DETAILS

- INSTALL 50 FT. CLASS II WOOD POLE WITH RELOCATED VIDEO DETECTION CAMERAS MOUNTED ON WOOD POLE (CAMERA 'A' AND CAMERA 'B' SHALL BE MOUNTED A MINIMUM OF 30 FT. ABOVE GRADE) AND BACK GUYS.
- INSTALL $\frac{3}{8}$ IN. STEEL SPAN WIRE, $\frac{1}{4}$ IN. TETHER WIRE, SIGNAL HEADS AND BLANKOUT SIGNS. (BOTTOM TETHER BLANKOUT SIGNS) CONTRACTOR SHALL CONTACT SHA SIGNAL SHOP AT (410) 787-7652 TO ARRANGE PICKUP OF BLANKOUT SIGNS BEING MODIFIED FOR SPAN WIRE INSTALLATION.
- USE EXISTING POLE MOUNTED CABINET AND CONTROLLER.
- USE EXISTING STEEL POLE. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES (CAMERA 'C' SHALL BE ADJUSTED TO A MINIMUM OF 25 FT. ABOVE GRADE).
- REMOVE EXISTING MAST ARM AND SIGNAL HEADS. RELOCATE EXISTING VIDEO DETECTION CAMERAS TO NEW WOOD POLE USING NEW "L" BRACKET AS SHOWN.
- INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).

EXISTING SIGNS TO BE RELOCATED

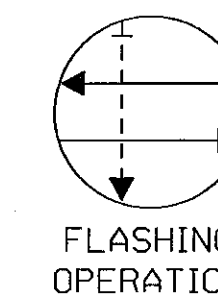


SIGNAL HEADS

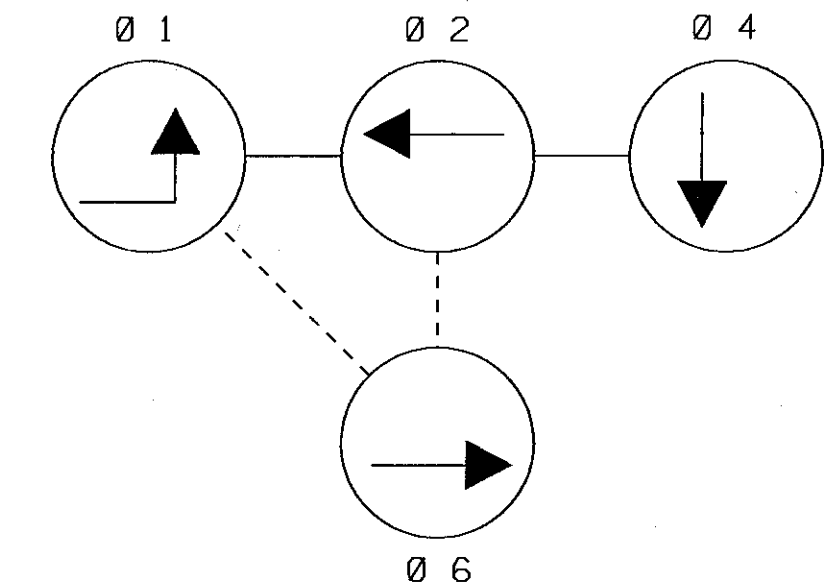


NEMA PHASING

1. NORMAL OPERATION



2. EVENT OPERATION



PHASING NOTES:

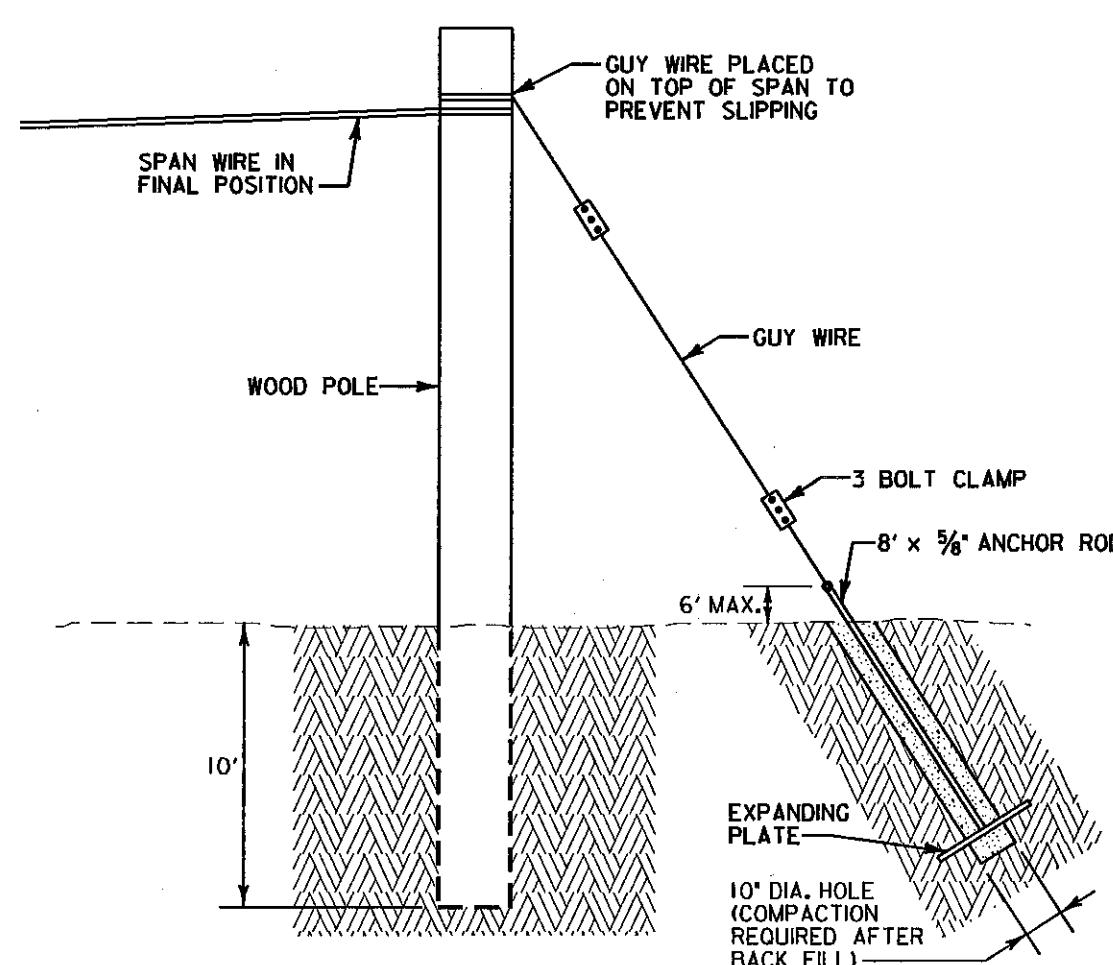
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SPECIAL PHASING NOTES:

- PHASE 4 SHALL BE OMITTED DURING ENTERING TRAFFIC TIME PERIODS.
- PHASE 1 SHALL BE OMITTED DURING EXITING TRAFFIC TIME PERIODS. FIBEROPTIC BLANKOUT SIGNS SHALL BE ILLUMINATED.

GUY ANCHOR FOR WOOD POLE

NOT TO SCALE



SPECIAL NOTE:

TRAFFIC SIGNAL MODIFICATIONS SHALL BE COMPLETED PRIOR TO BEGINNING STAGE 5 CONSTRUCTION. SEE TRAFFIC CONTROL PLANS.

GENERAL NOTES

- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- SIGNAL CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH MARYLAND TRANSPORTATION AUTHORITY CONTRACTOR. (CONTRACT NO. KH 875-000-006). CONTRACTOR SHALL CONTACT MR. DAVE FERRARA (MDTA PROJECT ENGINEER) AT 443-463-0076 PRIOR TO BEGINNING WORK.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

WR&A

Whitman, Reardon
and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS				APPROVALS	
				TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION	
				ASST. TRAFFIC ENGINEERING DESIGN DIVISION	
				CHIEF TRAFFIC ENGINEERING DESIGN DIVISION	
				DIRECTOR, TRAFFIC & SAFETY	
⑥ TEMPORARY SIGNALIZATION STAGE 5 CONSTRUCTION				5/9/03	
SRB NML				5/06/02	
① REVISED POLE LOCATION REVISION NO. 1					
SRB NML					



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 22 AND GILBERT ROAD

DRAWN BY: S.BLOSS	F.A.P. NO.	TS NO.	SHEET NO.
CHECKED BY: NLEARY	S.H.A. NO.	T.I.M.S. NO.	1 OF 3
SCALE: 1" = 20'	COUNTY: HARFORD	LOG MILE:	
DATE: 5/14/2003			